

APPENDIX A

Reauthorization of the Transportation Equity Act for the 21st Century

Reauthorization of the Transportation Equity Act of the 21st Century (TEA-21) is critical to obtain additional federal funds. Using multi-state coalitions, working with the Bush administration, working with the Michigan Congressional delegation, and helping Governor Granholm as part of the National Governors' Association, we hope to bring back a greater return of highway and transit funds to Michigan from the federal level. Preservation will be balanced with capacity enhancements as MDOT successfully brings more federal dollars to Michigan. MDOT and its local partners support transportation reauthorization legislation that will accomplish the following objectives:

1. Increase federal highway and transit funding to Michigan to address the huge preservation, safety, and capacity needs that exist by:
 - a. Redirecting any federal taxes levied on motor vehicles, their fuels and their parts, to the transportation trust funds.
 - b. Levying taxes on any fuels containing ethanol at the same rates at which purely petroleum-based fuels are taxed and provide subsidies for the production of ethanol through other means.
 - c. Allowing states to spend down unobligated balances in the Highway Trust Fund.
 - d. Expanding innovative financing options for transportation agencies.
2. Preserve TEA-21 funding guarantees and firewalls and fix the Revenue Aligned Budget Authority (RABA) mechanism in TEA-21 to avoid radical shifts in funding.
3. Provide each state with, at a minimum, a 95 percent return on its contributions to both the transit and highway accounts of the Highway Trust Fund.
4. Promote the safety and security of the transportation system for users and passengers, pedestrians, and motorized and non-motorized vehicles. Continue and strengthen the emphasis on traffic safety activities begun in TEA-21, including integration of safety conscious planning into the state and regional transportation planning process and other activities that will lead to fewer crashes on our transportation system.
5. Increase the flexibility of transportation agencies to address priority needs rather than establishing new set-asides and sub-allocations.
6. Continue and strengthen the partnership among local elected officials, the Michigan Department of Transportation, the federal government, the private sector and the public in the planning and development of transportation projects.

7. Streamline federal planning and environmental review requirements to speed up program delivery without negatively impacting the public involvement process or bypassing environmental safeguards.
8. Increase funding for the Congestion Mitigation and Air Quality (CMAQ) program by increasing overall transportation funding and simplify eligibility requirements for use of CMAQ funds under the existing program.
9. Continue to support and strengthen the efficient movement of goods in corridors proven to be crucial to the national economic security and vitality.
10. Create an expanded and separate borders program that will distribute funding to border states based on a formula that considers trade and traffic volumes, security and infrastructure needs.
11. Promote investments that improve the efficiency of main highway corridors, using ITS technology where cost effective, to manage recurring and incident congestion, and make the nation's transportation infrastructure resilient to the effects of hostile acts.
12. Explore innovation approaches to programming large urban transportation projects while maintaining the fiscal integrity of the regional and state transportation plan and transportation improvement program.
13. Increase funding for metropolitan planning agencies to effectively address increased transportation and security planning requirements.